



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: April 18, 2011
Person Contacted: Todd Dolsing, Airport Manager
NTSB Accident Number: CEN11IA270

Narrative:

It wasn't just one issue. 3 issues.

1. We were having mechanical issues with the Bogie wheel brakes. Electronic brakes. The last 2 winters we were having problems with the brakes freezing. We deactivated the brakes during the winter. To keep it in service, we would override the brakes.
2. Winds. The wind was blowing straight up the ramp. When the Bogie wheels were turned parallel it aligned the wheels to the wind.
3. Operator. The operator can still drive the bridge with the brakes deactivated. Pulled back on the joystick and the bridge moved away from the airplane. Pull the joystick and turn the wheels perpendicular to the aircraft, but it turned the wheels into the wind.

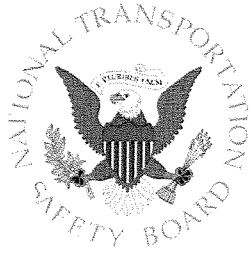
The day before on Saturday they tried to activate the brakes but it failed. We planned to have an electrician repair it on Monday, but the accident happened on Sunday. The circuit breaker had popped, and it would only operate in the override position.

Fixes:

1. We won't operate in override position again.
2. The brakes have been fixed and the will not be deactivated and operated in override again.
3. Update training.

Are there chocks for the Bogie wheels? Not specifically made for the Bogie wheels, but chocks are available. We never had to chock the Bogie wheels before. Never had a jet bridge move before. It was in the override position all winter.

1. If Bogie wheels are in override, when you hit the EMERGENCY STOP button, the brakes won't work because the brakes have been manually overridden.
2. When you hit the EMERGENCY STOP button, the control panel is shut down and the joystick is deactivated.



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Central Region

Date: April 18, 2011
Person Contacted: Drew Wilkes, Captain
NTSB Accident Number: CEN11IA270

Narrative:

The door was closed and they were pulling back the jet bridge as usual. At 20 – 30 feet the jet bridge started moving back and forth in the wind. It seemed to go with the gusts.

The wind caught the jet bridge. We saw it and moved out of the cockpit. It hit the aircraft. We determined that an emergency evacuation was not needed.

Had you started the engines? No. The APU was running. Parking Brake was set. Aircraft never moved at all.

I tried to have ground handlers chock the jet bridge, but they were a distance away. I'm not sure they heard me. The jet bridge was moving a lot. They could have gotten hurt.